

REPORT

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

DATE DISTR. 3 August 1951

SUBJECT 1. Ship Repair at the Peenowerft Wolgast
2. Seepolizei Notes

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50X1-HUM

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50X1-HUM

1. Four ex-German minesweepers (Räumboote) were observed undergoing repairs at the Peenewerft, Wolgast on 3 February and early in April 1951. They were almost completely fitted out in April, and three of them had been launched and were lying beside the yard. Seepolizei crews have taken over these three craft, each under the command of an Oberkommissar. The crew of each vessel is approximately 20 men.
2. The "Dorsch" was brought into the Peenewerft from Stralsund late in February for complete overhauling. In April it still lay in the yards, and scraping of the hull was in progress.*
3. The former German minelayers "Fürstenberg" and Prenzlaw" were brought into the Peenewerft at the end of January 1951 for repairs and refitting. They were still in the yards in April, and scraping and cleaning of the hulls had been begun.** It is generally assumed in the yard that these vessels are to be fitted out for the Seepolizei. Two other hulls have been brought into the yards. Their former names are unknown and work has so far not been started on them.
4. The salvage vessel "Derger", which was repaired at the Peenewerft and re-commissioned was seen in Wolgast waters in April and is probably based on the Seepolizei depot at the cement factory. Since the ship left the yards, armament has been mounted and it now carries a 75 mm. gun on the foredeck, and twin AA guns of approximately 20 mm caliber aft. It is commanded by a Kommissar Dachner.
5. The ex-German deep-sea diving craft "Lunne" has been completed and was taken over on 10 February 1951 by Kommissar Kurt Zuellich of the Seepolizei as a diving tender (Taucherausrüstungsboot). Zuellich is the skipper. The craft has since been observed in the Wolgast area.
6. Repair work has been held up in the yards owing to faulty material in the slipway, which was completed at the end of January 1951. Three weeks after completion several breaks were discovered in the rails under water. The rails had been furnished by Maxhütte, Unterwellenborn. They have been temporarily replaced.

50X1-HUM

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50X1-HUM

-2-

7. During April the Seepolizei took over three so-called "cutters". These craft lay along-side the yards for a very short time and were practically completely fitted out on arrival. In appearance they were very similar to the earliest pre-war type of German "Schnellboote". They carried no armament. Engines: Three Junkers 205D aeroengines. Maximum rev per minute: 2200. Maximum shaft rev per minute: 1760.

8. General Inspekteur Waldemar Verner, head of the Hauptverwaltung Seepolizei (HVS), has paid several visits to the Peenewerft. On 27 February, he was accompanied by a Russian military officer. On 12 April, Verner addressed a number of workmen who had refused to drill holes for a gun-mounting in the deck of a vessel being fitted out. Verner explained to them the necessity of the work, but it is not known whether he was able to satisfy them, or which vessel was in question.

50X1-HUM

9. Oberrat Zarnke has been appointed permanent liaison officer between the HVS, Berlin, and the Peenewerft shipyard. He succeeded Rat Kurt Radke at the end of January.

10. At the Seepolizei Depot in Wolgast, it was observed in February that foundations being laid for a building on the waterside were probably for a boat house for small craft. Oberrat Biel is commandant of the depot.

50X1-HUM

11. [redacted] flotilla had motor-torpedo boats. [redacted] each boat had an over-all length of 25 meters, a width of four meters, and a height of 3.5 meters. Power was supplied by three Junkers Airmotors, water cooled, type 205d, each of 240 b.h.p. The boats had a speed of 23 knots. Each motor torpedo boat in service has a complement of 18 officers and men, broken down as follows:

- 1 Commander
- 1 Deputy Commander
- 1 Engineer
- 4 Engine Room staff
- 1 Auxiliary engineer
- 2 Helmsmen (normal)
- 1 Helmsman (for use "in action")
- 3 Officers of the watch
- 1 Artillery specialist
- 1 Signals specialist
- 1 Cook
- 1 Cook assistant.

12. The first flotilla [redacted] was stationed at Zinnowitz and consisted of a training school for snip officers. They had five cutters, but were to receive motor-torpedo boats this year.

50X1-HUM

13. In October 1950, a trainload of four-barreled AA guns and 22 cm. ammunition arrived from Koenigsberg/East Prussia. Ninety guns were unloaded and stored temporarily at Wolgast.

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-3-



14. In April, approximately 1000 Seepolizisten were undergoing courses of instruction at Sassnitz, Ruegen, designed to fit them for service in motor-torpedo boat crews.

15. Russian naval vehicles observed in the Wolgast area included:

27 January		Truck	In Wolgast	
"		"	"	
2 February		"	"	
3 "		"	"	
8 "		"	"	
9 "		"	"	
23 "		"	In Rostock	
11 March		"	Between Zinnowitz-Swinemünde	
18 "		Ambulance	Koserow, Usedom Island	
19 "		Truck	In Wolgast	
20 "		Truck	"	50X1-HUM
20 "		Car	"	
31 "		Truck	"	
3 April		"	"	
5 "		"	"	
5 "		Car	"	
6 "		Heavy truck	"	
13 "		Car	Between Wolgast and Zinnowitz	
15 "		Truck	In Wolgast	
27 "		"	"	
28 "		Jeep	"	
4 May		Car	"	
10 "		Truck	"	

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* Comment: The "Dorsch" has the following specifications:

50X1-HUM

Over-all length:	68.33 m
Beam	9.8 m
Freeboard	5.6 m
Max. draught, aft	4.5 m
Displacement	1080 tons

** Comment: Dimensions of both craft on completion will be:

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Over-all length	28.86 m
Beam	6.31 m
Freeboard	3.21 m
Draught	1.95 m
Displacement	230 tons

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